

APPENDIX XII PRIOR PLANNING DOCUMENT COORDINATION

AIRPORT LAYOUT PLAN

Several public meetings were held during the formulation of the Airport Layout Plan drawings, with the final hearing occurring on October 30, 2001. At the final hearing, Commissioners Alan Thompson, Jack Atthowe, and Betty Lund were all present, as were Scott Bell and Keith Belden of Morrison-Maierle, Inc. On November 8, 2001, the commissioners unanimously approved the ALP and submitted it to the FAA for review on November 21, 2001.

Preliminary copies of the Airport Layout Plan drawings and narrative report were forwarded to the organizations listed below.

Mr. John Styba, Helena Airports District Office
Mr. Jim Greil, Montana Department of Transportation – Aeronautics Division
Ravalli County Planning Department
Mr. Red Caldwell, Airport Manager, Ravalli County Airport

ENVIRONMENTAL ASSESSMENT COORDINATION

A special meeting was held in the Ravalli County Courthouse on March 25, 2004 with the Airport Board and the Consultant. The purpose of the meeting was to present the Preliminary Draft of the Environmental Assessment to the Ravalli County Airport Advisory Board.

In attendance were two persons from the public and board members Tim Huls, Fred Hasskamp, Jim Trowbridge, Terry Eckberg, and David Hedditch, along with Airport Manager Red Caldwell. Representing the Consultant were Scott Bell of Morrison-Maierle, Inc. and Jim Monger of Monger and Associates.

A memo from Betsy Kratofill addressing several issues was read and answered by the Consultant. Then each board member present commented on matters they felt required clarification.

The next agreed-upon action was to present a revised version of the EA to the Board of County Commissioners.

A public information meeting was held in the Ravalli County Courthouse on November 16, 2004 to present this revised EA to the County Commissioners and to receive public comment. Meeting minutes prepared by the Ravalli County Commission follow in this section.

A public hearing scheduled for May 2005 was cancelled for a rewrite of the Environmental Assessment.

In February 2008 a revised Draft Environmental Assessment submitted was submitted to Ravalli County. A public hearing was scheduled for October 2008 but was cancelled to examine issues arising from public comment.

In August 2009, the Ravalli County Commission added alternatives 2A and 3A for consideration and analysis in the Environmental Assessment.

An analysis of Draft Alternatives 2A and 3A was presented to the Commission on November 16, 2009 (minutes attached). Following discussion and public comment, the commission requested Alternatives 2A and 3A be modified.

Modified Alternatives 2A and 3A were presented to the Commission April 7, 2010. After discussion and public comment, the Commission voted to adopt modified Alternative 2A as the preferred alternative (minutes attached).

COMMISSIONERS APPROVAL

LUND

THOMPSON

CHILCOTT

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TAYLOR (Clerk & Recorder)

Date.....November 16, 2004

Members Present.....Commissioner Betty Lund and
Commissioner Alan Thompson

Minutes: Glenda Wiles

Commissioner Greg Chilcott was in Helena attending a MACo Justice and Public Safety Committee meeting.

The Board held a public hearing on a petition to vacate a part of the plat of Emma F. Johnson Addition to the Town of Corvallis to discontinue the platted alley in Block 2 between Lots 1-6 and Lots 7-12. Present at this meeting was Surveyor Steve Powell and Road Supervisor David Ohnstad. Commissioner Lund called the meeting to order noting this petition has been heard in public hearing prior to this date on August 26, 2004. However the paper of record (Ravalli Republic) failed to run the legal notice for that public hearing. The Commissioners Assistant, Glenda Wiles had sent the legal notice in on a timely basis and the files show the fax resolution/confirmation of the legal notice being properly sent to the paper. The Ravalli Republic acknowledged their error. The Commissioners decided to error on the side of caution and hold a second public hearing on this petition to make sure all public comment is received. During the first public hearing, Resolution No. 1542 was adopted granting the petition request.

Commissioner Lund called for public comment during this second public hearing with no members of the public present. Commissioner Thompson made a motion to adopt Resolution No. 1552 which re-affirms the petition to vacate and rescinds Resolution No. 1542.

The public hearing was then closed.

In other business the Board held a public hearing on a petition to vacate a petition by Harvey and Ephriam Hackett for an unnamed, unused road between Lot 4 – A, Block 7 and Lots 19-A and 20, Block 6, HOME ACRES ORCHARDS #1 AND #3. Commissioner Lund called the meeting to order reading the legal notice. Present at this meeting was Surveyor Steve Powell who represented Mr. Hackett and Road Supervisor

David Ohnstad. It was noted that Dennis Applebury, one of the Viewers, was not present due to Commissioner Chilcott's absence.

Commissioner Lund called for public comment.

Steve stated the county reserved a meets and bound track when Mr. Hackett purchased this land. Originally there was a gravel pit located there. Mr. Hackett wants to vacate the gravel road which would change the boundaries of the county's land. Steve stated they would like to change the boundaries in order to reflect the line that the county has from the 25' center including the fill area. Steve stated they would like to deed a portion of Mr. Hackett's property to the county, or correct the deed in order to give the county everything that is in use in the road. In exchange, they would like to correct the boundaries so the one lot meets the county road at the north. Steve relayed that the county receives more ground along the east side. This change would affect Lot 19-A and Lot 20 which belongs to Harvey Hackett. Steve further relayed that in the 1940's the road used to exist where the pond is now.

David stated both he and Dennis Applebury reviewed the road. He stated the county's property abuts the original road as it proceeded straight north and south. The county has utilized a portion of the area (three acres) as a gravel pit. David stated they are looking at the potential of the pit at a later time, and in so they would like to establish a straighter road. Therefore he agrees to vacate a portion of the road where it 'triangles out'. However they would like a granted easement as the road proceeds straight north and south as it lies next to the three acre gravel pit. He stated that would square the road up for future use. Dave also relayed that the 'triangle' portion of the road is of no use to the county but a straight line easement is of value to the county.

Steve stated he did not think his clients would have any problems with this request as it would clean up the 'triangle' of the road by vacating it.

David stated they are also looking at the gravel pit for excavation purposes. Commissioner Lund asked if they want to make this road 60' since it is currently only 50'. Steve stated at both ends the road is only 50' and the Hacketts do not own the south end. David stated there is a steep slope in the middle of the road and the road can never be extended out. Therefore the additional right of way would not be a benefit to the county. Dave also indicated if the county was to install some culverts near the pond area the road would need to be extended in width, so they would ask the petitioner to allow for future culvert installation. Steve stated the Hacketts could deed the easement along the straight line of the road which would include the area where the culverts might be installed. He stated some of this easement is already county owned, has but it would release the small triangular piece inside the leg of the road to the county.

Due to Commissioner Chilcott's absence this date and the need to continue the discussion of having an easement granted to the county, Commissioner Thompson made a motion to continue this public hearing until tomorrow at 1:30 p.m. Commissioner Lund seconded the motion and all voted "aye".

In other business the Board addressed various administrative matters as follows.

Commissioner Thompson made a motion to approve the minutes of September 20, 2004, through September 24, 2004 with corrections. Commissioner Lund seconded the motion and all voted "aye".

Commissioner Thompson made a motion to appoint David H. Cowardin to the vacant position within the Corvallis Rural Fire District. Commissioner Lund seconded the motion and all voted "aye".

Commissioner Thompson made a motion to appoint Al Milton to the Painted Rocks Fire District Board of Trustees due to the resignation of Tom Cannon. Commissioner Lund seconded the motion and all voted "aye".

Commissioner Thompson made a motion to appoint Glenda Wiles, the Administrative Assistant to the County Commissioners as the ex-officio member of the Ravalli County Local Government Study Commission. Commissioner Lund seconded the motion and all voted "aye". It was noted that Glenda will also take the minutes for this study commission and due to her working knowledge of local government; her appointment should be a 'good fit' for this study commission.

The Board met with Administrative Director Skip Rosenthal relative to various administrative issues.

Skip presented a Task Order that is part of the Bio Terrorism Grant in the amount of \$66,956.00. Commissioner Thompson addressed some changes within the Task Order including dates and asked about the amendment of monies. Commissioner Thompson made a motion to have the Chairman sign the Task Order Number 04-07-4-61-042-0 (Amendment Number One) between the Montana Department of Public Health and Human Services and the Ravalli County Public Health Department. Commissioner Lund seconded the motion and all voted "aye".

Skip also presented a contract with Healthy Mothers/Healthy Babies (Safe Kids/Safe Communities) for \$25,000.00. Ivy Stirling is the Coordinator for this grant which is submitted every year with the state. Commissioner Thompson made a motion to have the Chairman sign this contract with the state. Commissioner Lund seconded the motion and all voted "aye".

Skip also discussed the Marcus Daly Mansion Trust Project. He stated this is a 1.7 million dollar renovation project for the Mansion and the county has designated Patrick O'Herren and Theresa Blazicevich as Environmental Certifying Officers by Resolution No. 1550. Skip presented the formal letter of designation for Commissioners signatures that will be submitted to the state.

The Board addressed the Gravel Roads Management Program with Road Supervisor David Ohnstad. David stated he has received comments from the Department of Environmental Quality, the Bitterroot National Forest and other government agencies along with the public meeting with various citizens, modifications have been made and they are requesting the Commissioners to adopt this management program.

Commissioner Lund asked about the dust abatement materials (as listed on page 17). David stated these abatement materials are for Ravalli County only.

Commissioner Thompson stated he asked all of the questions he had and felt comfortable in moving on.

Commissioner Thompson made a motion to adopt the Gravel Roads Management Program as presented this day by Resolution No. 1553. Commissioner Lund seconded the motion and all voted "aye".

Dave stated he would begin the bid notice for dust abatement with the expectation to advertise sometime after the first of the year. He stated part of the program deals with speed limits on the county roads and they will need to address this after the first of the year.

The Board also discussed the Winter Roadway Operations Policy with David Ohnstad. Numerous members of the valley school district were present for this discussion.

Dave made a presentation of the proposed policy noting some of the procedures currently exist. Dave stated they present these procedures that are reasonable and it is incumbent on each driver to take responsibility to drive in a prudent manner. He stated these procedures help facilitate that reasonable and prudent manner. They have laid out priority routes for snow plowing which are logical and reasonable for the 650 miles of roads within Ravalli County. Dave stated with that many miles not everything can be a priority. The county can not guarantee bare pavement. They do not anticipate any major changes and will allow a 4" accumulation of snow prior to dispatching. He also stated they would mobilize between 0300 to 0500 hours if a snow event were to occur. Weekends and holidays are handled the same manner as they are available to mobilize in order to provide for a reasonably safe handling of road ways. Two on call supervisors, foreman and shop foreman will rotate and that 24 X 7 access can be gained by telephone. They will monitor weather forecasts in order to anticipate the equipment needs.

Priority roads will be addressed first, particularly during a heavy snow event. Dave addressed the anti skid materials on the intersections and curves, the personal property damage during snow removal and any damages such as mail boxes will be reviewed on a case by case basis. Dave stated the road operators will not assist stranded motorists but will contact law enforcement and other emergency personnel if needed. Dave stated the motorists are encouraged to ensure that their vehicles are properly maintained and equipped for winter-weather driving situations.

Dave stated they will have two motor graders and sanders at the Stevensville Shop with four operators assigned. One change they will make is to utilize the motor graders out on snowy gravel roads. This is safer for the gravel roads and frees up the truck plows. They have added 4-5 snow plow routes for winter maintenance. In Hamilton, there will be two motor graders, along with four trucks and one sander. (Those are also to be utilized in Victor). One motor grader and two sanders in Conner.

Dave hopes to increase their level of service in an efficient and effective manner by these changes. Beginning the 29th of November through February, they will have two employees each weekend on stand by status. This should help their response time and help their over all service to the community.

In regards to the priority list reflects the collector roads. This is a draft and will continue to be reviewed internally.

Commissioner Lund commented the stand by is a good idea. David stated there is a cost associated with this but should save time.

Larry Bays of Corvallis School District asked how this new procedure would affect Corvallis School Transportation. He noted only Hamilton Heights and the cross over road are the only roads covered. They drive their buses on virtually every road in between. He asked how the use of the road graders would impact their routes because a lot of their roads are gravel. The buses sometimes are ahead of his snow removal equipment and in some places they have some problems due to road grade etc. He asked for a positive show that the roads would be worked on by 7:00 a.m. In Darby they head out at 6:15 a.m. and in Stevensville they head out around 7:15 a.m.

Dave stated they hope to anticipate the weather threshold and make a decision on call out. Their objective is to have people respond on the road by 0400 hours. The motor graders should help with the road damage and road control issue for safety of the personnel. They hope to have more routes covered by the time the buses roll.

Larry stated the proof will be in how effective the graders will be particularly on the timing of the snow removal. David stated their focus must be on collector roads with 30 times more traffic than gravel roads. They do not plan on ignoring the gravel roads but they will show a priority to the major collector roads.

Corvallis School Board Member Tonya Bloom stated she understands this procedure and the establishment of road priorities but the situation that schools find themselves in is that residential developments have occurred all over the valley. They must get the kids to school. They would like some recognition that the bus routes need to be plowed as they are totally dependent upon the county to allow the buses to move through their routes. Having accidents and not getting the kids to school and having to cancel school need to be considered. She also stated that major snow events might not occur in Hamilton but they might be occurring on the benches in Corvallis.

Dave stated he understands Tonya's concern and they consider the schools to be a significant concern. But there are seven school districts and they need to prioritize the roads, from major collector to the minor access roads. Tonya stated the proof would be in what happens during the first snow or ice storm.

Darby Town Mayor expressed concern about Gold Creek Loop not being on the schedule. Dave stated that is gravel and would be addressed by the Hamilton route. Given they are adding the five plow routes, his guess is that they would be able to get to the road sooner rather than later.

Corvallis and Darby both expressed their concern about the ice storms and asked if sand would be put down by the truck after a motor grader plows the snow. Dave stated they plan on putting some sand down on the curves and intersections that need it.

Commissioner Lund asked if Dave could be provided the times and bus routes by the school districts. Dave stated that would be difficult to meet their schedule as they hope to establish a plow routes dealing with the roads in a logical sequence. Attempting to time it would be very difficult.

Dave also stated some of the personnel will be on the same routes while others may be assigned to different routes.

Commissioner Thompson asked what size of sand will be utilized. Dave stated they normally use crusher reject. He hopes to have a little cleaner material. They hope to produce ¼" minus less the finer material. They are adding about 10% salt solution to the sand that helps it to not freeze up in the stock pile or in the trucks. They also hope to review the application of chloride on the roads prior to the time it snows. However they are not geared up to apply that product as of yet.

Paul Leddington of Stevensville School District stated he is looking for a comfort level as he has some pretty steep areas and asked about including some second priorities that address some real safety issues. Dave stated over the course of the winter he did not think this would result in any real significant changes other than some positive changes. He hopes that in an 8-10 hour shift all of the county maintained roads will be covered.

Tonya felt one thing to increase the comfort level is to insure a regular and understood mechanism for communicating with the school transportation personnel. Dave felt many of their decisions are made during the night therefore makes the communication more difficult. They hope to utilize the fax machine to get the information out. He also plans on utilizing fire and rescue personnel who are out and about to inform them of the various conditions around the valley. Dave indicated after the personnel routes are actually developed, the routes can be provided to the public.

In other business, Administrative Director Skip Rosenthal met again with the Board relative to other administrative issues. He gave the Board an update on the construction

at the Forest Service building at the airport. Skip will be writing a letter relative to the contract specifications on this building and to not recommend any further release of funds on this project. The Commissioners concurred not to release any further funds on this project.

In other business Commissioner Lund attended a JSEC meeting during the noon hours. Commissioner Thompson attended a Trapper Creek meeting during the noon hours.

The Board held a public hearing to take public comment on the draft of the Environmental Assessment for the Ravalli County Airport. Present at this meeting was Engineer Scott Bell of Morrison Maierle INC. and Jim Monger of Monger Associates along with members of the Airport Advisory Board. Numerous citizens were present as seen on the attached sign in sheet.

Commissioner Lund called the public hearing to order by reading the legal notice. A power point presentation was shown by Jim and Scott. Jim stated this hearing will be extended past this date in order to review the citizen input and finish other required items by the FAA. This review period will take place for 30 days. This information is then sent to the FAA for their review and the review material will then be published for 60 days in the Federal Review. Citizens are still able to make comment during this 60 day period.

Jim stated they hired scientists and historians to help with the Environmental Assessment, and as such they have uncovered information that will need to be mitigated. The airport does not currently meet the standards by the FAA. The improvements they are currently suggesting will not attract noisier or heavier aircraft that are not currently flying into the airport. The improvements they are suggesting are ones that will take care of the needs of today.

Scott presented Table 1-2: Runway Data – Design Standards. This is a B-2 designation airport. The table shows design criteria for the B-2 standards. Scott defined the design criteria. The existing runway separation is 200' but it should be 240' in order to meet the FAA specifications. The Environmental Assessment is designed to come up with a preferred alternative that meets the design criteria. Table 1-3: also shows the taxi way data which is only 30' and not long enough to meet the FAA design standards.

Jim presented Table 1 which is the airport forecast for the total based aircraft between the years 2003-2020. There are three categories addressed within the current population and estimated population up to the year 2020. In order to qualify the Ravalli County Airport for FAA financial contribution they have to show 500 fly in or fly out operations per year. Currently the total aircraft is 88 which includes; gliders, turbine aircraft, multi engine aircraft and single engine. They have used the current numbers and historic trend in order to estimate those numbers up to the year 2020. Ravalli County has seen an increase of aircraft activity over the past few years. In 2005 they estimate 97 aircraft, 108 in 2010 and 128 in 2020. In establishing these figures; the Figure 1 Graph was presented for the possibility of having 145 aircraft in the year 2020. A lesser estimation was 123 so

they settled on the number of 128 which corresponds with the 2.5% per year historical increase we have seen.

Jim presented the total annual airport operations in 2003 at 25,360. In 2005 those estimates reach 27,774, and in 2010 the estimate those operations at 31,366, and in 2020 at 38,598. These numbers were derived by the FBO fuel operator's sale of fuel. Jim stated the B-2 type of aircraft is fairly stable starting at 1,170 operations per year and increasing up to 1,708 in the year 2020. These forecasts need to be reviewed every few years. Figure 2 shows the airport forecast of total aircraft operations between the years' 2003-2020.

Jim stated they review the amount of use the airport currently has and what the airport will have in order to come up with the four alternatives.

- Alternative number one is to leave the airport the way it is now and not do anything to it. 1,170 operations of B-2 aircraft are what are occurring now. In order to meet the 95% funds from FAA you need to meet the FAA design criteria. One criterion is the 200' of taxi way separation which is not enough. So they eliminated this alternative.
- Alternative number two is to build another runway to the east of the current runway. This would give the separation of 280' which gives the distance required in the transitional services. This would reconstruct a whole new runway 80' to the west. This was eliminated because 4-6 months of construction would close the current runway. The cost of that improvement would equal alternative number 3 & 4. The cost of construction would be high due to round the clock construction.
- Alternative number 3 is to move the runway center line 240' east. The alternative works but not as well as number 4 because some of the hangars would not be allowable, because Part 77 penetrates these hangar spaces.
- Alternative number 4 is to shift the runway 400' east. This opens quite a bit of area up for hangar and apron expansion. Additional land would need to be purchased but it would pay for by the FAA at 95%, Montana Aeronautics at 2.5%. The cost estimate Phase 1 Development in the year 2005; Land Acquisition (parcels 10 and 12) totaling 219 acres at a cost of \$2,865,077 in the year 2003. With a cost inflation of 5%. Scott also addressed the construction, relocated runway along with taxiway ladders, lighting, relocating the PAPPI lights etc. During 2010 through 2015 they have expanded the runway extension out to 5,200' X 75' with a safety area which includes the taxiway extension, access road improvements etc. During 2015 –2020, the final Phase 3 they anticipate additional taxi lane construction, crack seal and overlay runways and aprons would occur in the amount of \$15, 014,029.00 with the 5% inflation at \$23,279,599.00.

These amounts are FAA fundable along with Montana Aeronautics grant and loans.

Jim stated the FAA is not assuring future monies but the Ravalli County Airport currently qualifies for a 6,200' runway. However; they would like to stay with the 4,200' then move to the 5,200 feet and possibly later to the 6,200 feet as the need presents itself.

Jim also presented a '2020 noise contour' with the 5,200 foot runway. No homes should occur within the 65 noise decibel contour. Jim presented Exhibit A which addresses the noise contour and Alternative number 4 which will allow the additional 100 acres of land so the homes would not be affected by the noise contour. Jim stated they utilized noise meters at six different locations 24 hours per day. They also utilized an integrated noise contour. The area south to the airport is a current residential area. The noise contour is developed upon alternative number 4, and under a worst case scenario, only the 55 decibel noise contour develops on the properties to the south.

Other specialists were hired by Morrison Maierle showing no significant impacts on the biotic issue. However there are some needed mitigation issues on wetlands and bull trout. Those mitigation issues will be addressed in the final Environmental Assessment. Other items that need to be mitigated are the Leonardi Property as the state historical office has indicated that this property is eligible to register in the National Historic Register. The buildings have no bearing on the airport but the buildings are within this zone. Other mitigation issues are the buildings owned and operated by the Daly Ditch Company. A decision will need to be made on their historic significance and if they should be moved.

Scott stated all of the public comments will be addressed whether they are by verbal comment or written comment on the form presented by Jim Monger. Scott stated the wetlands can be mitigated along with the proper crossing on Gird Creek.

Commissioner Lund stated no decision will be made this date. They are simply taking public comments at this hearing. Commissioner Lund limited the comments to 2 minutes and encouraged written comments.

Gwen Haas felt the assessment is 'woefully lacking'. She stated when the ALP was approved, Task Force 1 and 2 were to be completed, but we have gone beyond that. BCC also stated it would be voted on by the people which we have not had. Morris & Maierle has always contended the Ravalli County Airport to be a B2 airport, but in these discussions we have to come up with an airport to meet the needs of the B2 aircraft. She asked if they will we also have to provide for a C-2 airport. What happens if there are no FAA funds available; which is a real threat hanging over the tax payer heads.

Jean of Daly Ditches asked if they know where they would be moved to.

Joyce Mayberry asked about the physical count of the B-2 aircraft. Jim stated there are 6 B-2 aircraft. Joyce responded 'so all of this is to accommodate 6 aircraft'. Theoretically if a bridge has 5 ton weight limit but Mr. Snodgrass wants to drive his 9 ton gravel truck over it; will the county pay this money to build the bridge to accommodate his truck. Joyce suggested they take their aircraft somewhere else.

Terry Parke stated there was a promise made by the Commissioners not to expand the runway. Now the discussion is going from 4,200', 5,200' to 6,200' in order to accommodate the transient aircraft who don't spend their money here.

Wendy Beye stated she supports the airport advisory board going forward with alternative number 4 for safety reasons, and it also allows the businesses located at the airport the ability to continue their operations. Six months of construction would bankrupt the businesses. She asked Jim if they estimated the number of aircraft that did not buy fuel. Jim indicated they did.

Paul O'Bagy stated the money coming from the FAA is either used or 'lost'. He stated another airport will receive the money and spend it on their infrastructure if the county does not. As far as those people coming and not spending money, that is not correct. Paul felt the transient aircraft and their occupants do bring money into our valley which builds the economy.

Betty Davis of Ravalli County Economic Development Authority supports number 4. She stated it is important to look to the future and the Airport is a critical part of our economy and safety is important. She stated the county needs to utilize the FAA funding when it is available thereby making the cost to the citizens minimal. She stated the configuration of aircraft is changing and we need to accommodate that. She stated she wants the dollars spent here and not in Missoula.

Mary Swafford opposes the expansion. She asked the Commissioners to look to what the majority prefers. She stated the 14 million dollars is better spent on schools. As a tax payer, she just paid her taxes and therefore she deserves a substantial say in this expansion rather than the 'big money swaying the influence'.

Airport Advisory Board Chairman Tim Huls stated the Airport Board voted in favor of alternative number 4 with one member abstaining from the vote. He stated the money for these safety upgrades come from aircraft user fees and if the county does not use it on our runway; we lose our money. We can not use this money for education. The money is used only for general aviation and airports are part of the major transportation issue within the United States. He stated flying is important to this economy. It assists our community with fire issues, the forest service, air medi-vac, and give a lot of other economic benefits in the county. If we do not comply with the FAA requirements then any upgrades will be on the backs of the tax payers.

Kathryn Bell lives in the Skyline Subdivision. She has no objection to recreational aircraft. However she felt the county is economically supporting the airport for a few people. She asked why we should have a larger airport. She stated she does not see any business and or jobs increasing. Rather this is just a noisy nuisance. She stated the people here want the peace and quiet.

Carl Fox stated he is an aircraft owner. However he flies off his own field. His aircraft business, in the last 5 years, has averaged 1 million dollars per year. He stated it is an amazing economic impact that trickles down to the people who live in the valley. He stated the aircraft money will either spent on our airport or in Denver.

Jim Greil, the Montana Aeronautics Bureau Chief stated they support number 4 and will continue to financially support this airport. He also relayed that the Ravalli County Airport is one of the most vital airports in Western Montana.

FBO Steve Wolters encouraged option number 4 because of the business economics of the other options. He stated there are more than just six B-2 aircraft that use this airport. The majority of those planes come from elsewhere and the dollars they bring in are astronomical. He stated there is an old saying; "One mile of road and you can travel one mile, one mile of runway and you can travel the world".

Monte Drake Chair of Ravalli County Economic Development Authority stated he worked as the Chief Financial Operations Manger for Tom Fox for 2 ½ years. He stated Tom Fox had a leer jet which was based in Hamilton. They flew to Texas, Canada and Eastern Montana for the brokering of their lumber products. Tom Fox employed 52 sales dispatchers in Hamilton. He stated this business also required them to fly all over the U.S. and Canada, which allowed business efficiency. He stated there are quite a few families in the valley that benefit from this company and it occurs because of the airport.

Hattie Gibson, a member of the Planning Board and the Economic Development Authority, relayed when they traveled the county educating the public about the growth policy, one of the issues that was important for the citizens was they want good jobs so their kids won't have to leave the county for other employment. She stated airports are needed for economic growth and no one can put a wall around our borders to keep growth from occurring. She asked if the aircraft landings increase, would the county eventually need a control tower. Jim stated we should never need a control tower at this airport.

Dennis Moore asked Scott to send him the regulations that show no maintenance fees will be given to Ravalli County if they do not go along wit the expansion plan. He also asked Jim for the number of times Monger and Associates have been the sub-contractor of Morris & Maierle INC. He said the majority of residents would rather have this money spent at the Missoula Airport. He asked if the FAA has to have a 5,200' runway for a B-2 airport. He stated the 'APOA' reports show 3.5 million dollars have been put into this airport and "it takes an act of congress to relieve grant obligations".

Tom Devine stated maintenance and operations expense has not been discussed and he would like to see that addressed.

Airport Board Member Theresa Eckberg stated she does not fly, but she lives in the landing pattern. She is in the loudest of the defined contour areas but does not find it offensive. The school bus is every bit as loud. She also addressed the comment made

that the PILT money is being lost. She stated that is not accurate. She stated the PILT (Payment In Lieu of Taxes) money and FAA money are separate funds and sources. And the County's PILT money has nothing to do with the airport grant money. The airport manager has pointed out that the airport runway is not adequate for a B-1 aircraft.

Commissioner Lund placed a letter from Lonnie Bookbinder into the record along with documents from Betsy Kratofil.

Forms were then passed out for written comment and questions.

Commissioner Lund advised the citizens if they wanted to review the Environmental Assessment there were copies located with Glenda in the Commissioners Office. Scott stated any additional comments will be addressed in the next 60 days. He stated they will meet with the FAA relative to the mitigations such as the Daly Ditches, and those mitigations will come in an appendix.

There was a question on the time frame from an audience member. Scott will be meeting with John Stelling of the FAA on Friday to address their questions on the mitigation issues. Depending on what the FAA needs will bring the time frame into either a month or after the first of the year. The public will have another 30 days after the FAA makes their mitigation concerns known.

Scott stated the questions asked here tonight and from any written form will be addressed in the Environmental Assessment, and not personally.

Commissioner Thompson stated with the Environmental Assessment not being complete, he will wait to address his concerns and questions. It was agreed this public hearing will be continued until they have the completed Environmental Assessment. Scott stated he will get back to the Commissioners with a written schedule of what they anticipate they can do. If it is a full blown mitigation measure that FAA needs, it will take more time. Commissioner Lund stated they need to set a date in order to continue this public hearing and public comment. Scott stated they could move this to April or May of 2005.

Commissioner Thompson motion to have second public hearing on May 17, 2005, with the Environmental Assessment ready for public comment on April 15th. Commissioner Lund seconded the meeting and the meeting was adjourned.

COMMISSIONERS APPROVAL

GRANDSTAFF

ROKOSCH

CHILCOTT

DRISCOLL

IMAN

PLETTENBERG (Clerk & Recorder)

Members Present.....Commissioner Carlotta Grandstaff, Commissioner Jim Rokosch, Commissioner Greg Chilcott, Commissioner Kathleen Driscoll, and Commissioner JR Iman

Date.....November 16, 2009

Minutes: Stacy Bartlett

► The Board met for the following Administrative issues:

- The Board discussed 2 proposed requests for HB 645 Historic Preservation Grant Funds. Funds from the first application would be for the preservation of the Leonardi Farmstead Barn structure and funds from the second application would be for restoration to the Old Ravalli County Courthouse. **Commissioner Driscoll made a motion to approve the application for Grant HB 645 for the Old Ravalli County Courthouse. Commissioner Iman seconded and all voted “aye”. Commissioner Driscoll made a motion to approve the application for Grant HB 645 for the Leonardi Farmstead. Commissioner Iman seconded the motion and all voted “aye”.**
- The Board discussed an Amendment to Task Order No. 10-07-6-11-042-0 between the Montana Department of Public Health and Human Services and Ravalli County Health Department (attached). **Commissioner Iman made a motion to authorize Commission Chair Carlotta Grandstaff to sign the Task Order No. 10-07-6-11-042-0 for PHN. Commissioner Rokosch seconded the motion and all voted “aye”.**
- The Board discussed Resolution No. 2425 Prosecutorial Assistance for State vs. Michael Spreadbury. **Commissioner Driscoll made a motion approve Resolution No. 2425. Commissioner Rokosch seconded the motion and all voted “aye”.**

- Environmental Health Department Manager, Lea Jordan updated the Board regarding the University of Montana's indoor air quality study. Lea stated the Bitterroot study consisted of an in-home study for children with asthma and residents who use wood stoves. Intervention measures were done for the baseline study and now they will be studying the results of the intervention. **Commissioner Rokosch made a motion to approve the contractual agreement between Ravalli County and the University of Montana (attached) for the air quality study. Commissioner Driscoll seconded the motion and all voted "aye".**
- Chief Financial Officer Klarryse Murphy updated the Board on the 2008 Audit and on the status of the 2009 budget. Klarryse stated the newspaper misquoted her on her statement regarding the average Ravalli County Employee Wages. She requested a correction from the paper, but has not seen one.

Klarryse asked how many Commissioners would benefit from having a laptop for their use at home and when traveling for the County. All 5 Commissioners stated they have a need for laptops. Klarryse will meet with IT Manager Joe Frohlich to order the computers and set them up with remote access.

Klarryse informed the Board that the Airport budget will need to be adjusted to reflect the DEQ SWPPP (storm water drainage plan) increase in fees on January, 2010. The budget increase is approximately \$1,000 which will be made up through revenues.

Klarryse informed the Board that she researched the Wellness Program and found that it is a taxable benefit. Commissioner Chilcott reviewed his negotiations regarding the Wellness Program fees. He stated the set-up for enrollment would be Jan 1 and July 1 and the County would pay the fees upfront and recover from employees' paychecks, post-tax. He is still working on a family rate and is waiting for a written quote and information to be put in employees' checks to see how much employee interest exists. Commissioner Chilcott also stated the purpose for the Wellness Program is to decrease or sustain insurance rates. The Commissioners thanked Commissioner Chilcott for all the work he has done. Klarryse stated she will have a separate line item to track the cost being reimbursed from the employees to the County.

Klarryse then reviewed the Weed Department's request to borrow from the 2011 PILT funds. The Weed Department will have a total of \$22,905 set aside for a new truck which is priced at approximately \$30,000. They have requested borrowing \$7,000 from the 2011 PILT to be able to order the new truck and have it ready by spring. The Board all concurred. Klarryse will look into recovery of the old weed truck.

► RCEDA Director Julie Foster and Bitterroot Job Service Manager, Patti Furniss gave a presentation of the 2009 Proposal for Investment of PILT Funds to the Board. Also present were Civil Counsel Karen Mahar, and Chief Financial Officer Klarryse Murphy. Julie gave a presentation on Ravalli County Commissioners Community Benefit Micro-Loan Fund for small businesses and energy partnership program (certified contractors and homeowners). Julie discussed the gaps in the loan fund and offered solutions to those gaps with the EDA established and proven processes currently in place to administer loan funds.

Patti Furniss gave a presentation on the renewable energy and energy efficiency/training program which would not only benefit homeowners, but local builders. Commissioner Chilcott stated he felt \$250,000 is a large amount he would like to see starting with a smaller amount until the fund revolves and recovers itself, maybe increasing funding at a later date. Commissioner Grandstaff clarified this would be a one time only fund not an annual fund. Full PILT funding is only through 2012. There was discussion of holding some of those funds for difficult times, but using a portion for "investment" such as this program. There was discussion of loan defaults, the recovery/loss of such and loan terms. Commissioner Chilcott made comment that he would like to see a more defined program with less diversity. Klarryse Murphy noted the federal tax credits are for 2009 and 2010 only. Commissioner Grandstaff stated the EDA Board was unanimous in offering to manage the micro-loan program, but the energy program was not presented at that time and would need to be presented to them. Julie stated she felt the EDA Board would still be in favor of managing the total program. Commissioner Rokosch stated he would be in favor of staying with the \$250,000 level with the matching grant of \$105,000 and feels this is an investment. Commissioner Grandstaff stated the Board did not need to make a decision today, and offered to meet again next week to give the Commissioners more time for review. Commissioner Driscoll commented she was concerned with the dollar amount also, and would like to see starting smaller while monitoring the program. Commissioner Iman stated he viewed this as taking a \$250,000 investment with a 1.5% return and putting it in a program for people with the least ability to pay it back. He questioned whether the County would get enough funds returned to meet a 1.5% return. Commissioner Iman stated he is favorable to starting the program with a smaller amount. Commissioner Rokosch commented that he felt the portion of the PILT Grant that was put aside was being "eroded" away through operations. He felt this would be a program to put that money to good use in helping the Ravalli County tax base grow. He feels the amount is reasonable. Commissioner Chilcott stated reserves are too low. Commissioner Grandstaff replied that there are 2 more years of full allocation of these funds and there is opportunity in those 2 years to put more in reserves.

Commissioner Rokosch made a motion to allocate \$105,000 of PILT funds to RCEDA for investment in the USDA revolving loan fund. Commissioner Driscoll seconded the motion and all voted "aye".

► Minutes: Glenda Wiles

► The Board held a presentation for a "Save the Belt" Award. Montana Highway Patrol Trooper Rocky Bailey noted on March 8th he responded to a fatal collision on Logan Lane and Middle Burnt Fork Road involving two vehicles. A 17 year old driver by the name of Arlando Welty and his three teenage passengers wore their seat belts and "Saved by the Belt". The other driver who was a mother of two young children did not have her seat belt on and was killed in the collision. Trooper Bailey gave a brief talk on the importance of wearing seat belts and will present the award to Arlando later this day.

Minutes: Stacy Bartlett

► The Board met to discuss and make a choice on alternative 2A or 3A at the Ravalli County Airport. Present at this meeting was Engineer Scott Bell of Morrison Maierle and numerous citizens. Deputy County Attorney Dan Browder was also present as civil counsel to the Commissioners. Commissioner Grandstaff opened the meeting with Scott Bell giving a presentation on airport alternatives 2A and 3A. He stated the meeting is just to present these 2 alternatives and the final environment assessment will be available for public input at a later date. Scott handed out a review of new alternatives 2A and 3A.

Commissioner Grandstaff clarified the intent of the meeting which is to review the new alternatives and a decision may or may not be made. Scott reviewed the NEPA process and recommended the Commission meet with the FAA on which alternative they are looking at prior to making any decision. There was clarification on the number of alternatives on the table to be decided on and it was determined there are currently 6 options for the Commissioners review. Commissioner Chilcott questioned the cost estimates on the land acquisition. Scott responded by stating he reviewed the Daly Ditch/Leonardi properties and inflated these costs by 3%. In Phase I of 2A, the acquisition of 40 acres is needed and the acquisition of the Daly Ditch Buildings. Scott also stated the per acre cost would be consistent; however, the Daly Ditch cost is separate and higher. Commissioner Chilcott also questioned the linear footage of the runway from 2A to 3A. Scott replied the differentials come from the contractor additional costs for working 24 hours to limit the airport closure, estimated at an additional \$700,000. Commissioner Chilcott commented he thought this additional cost was high as Ravalli County has several contractors looking for work. Scott stated he used night work costs from previous projects and believes his estimates are accurate. There was discussion on the time length of construction and what would be the best times to do the construction. Scott stated this is a planning decision, but thought spring or fall would be the best times, keeping in mind paving, etc. Commissioner Rokosch addressed the encroachment of hangar 374 and asked how many feet or inches does that hangar encroach on the runway. Scott stated he would need to look at detail from the engineering survey to get an accurate number. There was further discussion regarding encroachments and the runway separation. Commissioner Chilcott asked how far the runway would have to be shifted to the north away from Daly Ditches and Commissioner Grandstaff questioned the distance from Tammany Lane. Scott replied he would have to go back and calculate those distances to give the Commission exact figures. Commissioner Iman questioned

the FAA guideline of the safety zone and commented if there is a way to do this project economically and satisfy all the safety issues. Discussion ensued regarding the construction and location of a new runway and the reconstruction of the existing taxiway. There was discussion regarding the property needed to be acquired. Commissioner Iman indicated the landowner wanted to see an approved plan before considering selling, although he felt the landowner would sell. Commissioner Grandstaff commented on the possibility of zoning, but allowing the landowner to still partially develop on this property. Scott stated the FAA would most likely not approve because zoning can be changed in the future.

Commissioner Grandstaff called a 5 minute break.

Commissioner Grandstaff called the meeting back to order and proposed considering Alternative 2 with a modifying shift to the north and east. Commissioner Rokosch concurred stating it was worth looking at. Scott will take his estimates to a local contractor to determine construction costs, although he feels his existing estimate of \$700,000 will be accurate. Commissioner Iman stated the Commission had a consensus not to extend the runway more than 4,200 feet, which would make 3A phase II void. If 3A was considered, the Commission would have to eliminate phase 2. Commissioner Driscoll stated she thought moving the runway would mitigate several issues and be more economically feasible.

Commission Chair Grandstaff opened to public comment.

Wendy Beye commented on the airport closure periods and the loss of the existing runway if you tear it up.

Tex Irwin commented regarding the safety zones on the end of the runways and FAA requirement of future planning. He also commented on the alternatives and the County's 2.5% share. He stated there was good talk on protection zones and getting the runway away from the road.

George Marshall stated he does not understand the FAA funding, but questioned how the County would be accomplishing anything by saving FAA money. Scott Bell responded by reviewing the FAA funding.

Doug Nation commented on his concerns. He handed out a graph to the Commission with his suggestion on the runway. He referred to a memo dated Sept., 2009 to the airport Board regarding PILT income and stated his view is that the airport is sufficient as is. He also commented on the proposed land acquisition costs.

Ray Smith commented on safety and the letter from attorneys Reep & Bell recommending Alternative 4. He stated that Alternative 4 is the safest alternative and felt the spending of money to create more alternatives was wasteful, along with the time wasted by the Commissioners.

Mike Jorgensen responded to Ray Smith's comments. He referred to FAA Form 7460 completed by the Airport Manager, Feb. 2009 regarding hangar 374 and read the FAA response attached to this form. He stated the approval of this hangar was morally criminal. He gave the Commission a copy for the record.

Phyllis Bookbinder commented with regard to an August memo from the Commission to Morrison and Maerle requesting a review of Alternatives 2 & 3. She felt many of the questions the Commissioners asked were not addressed by Morrison and Maerle. She also stated alternatives 2A & 3A did not address issues as requested and stated the report was flawed and should be rejected.

Phyllis Bookbinder read comments written by Dr. Tim Barnett, which stated the Environmental Assessment and alternatives were insulting and flawed. He suggested they be dismissed and listed his reasons for such. Phyllis stated she would submit Dr. Barnett's comments to the Commission for the record. (Commission staff did not receive these comments).

Dan DePauw thanked the Commissioners for their work on this complicated matter. He also thanked Morrison and Maerle for their work, but questioned some of the details in their report. He commented on and challenged several of those details. He also made comment to the relationship between Morrison & Maerle and the FAA and hoped the Commissioners are not involved with special interests when making a decision on this issue. He then commented on the alternatives discussed earlier in this meeting. Dan also complimented Airport Manager Page Gough's professionalism. He asked the Commission to make a motion soon and move forward with the airport issue.

Greg Raymond stated he was representing the Skyline Development Residential Area and mentioned the meetings scheduled in the afternoon make it difficult for those people to attend. He visited with 128 members of that residential area and brought a petition from those residents. A copy of the petition was given to the Commission for the record. He commented he and a majority of the residents were opposed to an expanded airport and asked that their petition be considered in the Commissioners decision.

Doug McLaren, President of Ravalli County Aviation Foundation, commented that he was embarrassed how Scott Bell and his company Morrison Maierle were personally attacked by members of the community today. He apologized to Scott Bell and his company for this attack.

Dave Beckett asked the Commissioners to consider the impact of business owners at the airport when making this decision.

Dave Hardy gave the Commission and members of the public a copy of a response from Congressman Rehberg with regard to a letter he wrote to the Congressman. He commented on an article written in the newspaper with regard to the airport. He stated he thinks the County should get back to the basics and focus on safety and the impact of the

community and questioned why Morrison & Maerle did not correct some of the “falsities” reported in the newspaper.

Commissioner Grandstaff asked Scott for clarification of FAA funding. He stated all alternatives would be FAA funded with the exception of Alternative 1 (no action).

Bill Stewart asked the Commission Chair how many mill levies have been presented before the public. Grandstaff commented “none”.

Dennis Moore commented on issues he felt were problematic with the Environmental Assessment; i.e. the purchase of Daly properties.

► Minutes: Glenda Wiles

Dennis broke down different costs (presented by the engineer) between both alternatives noting an \$8 million dollar difference in costs. Scott noted the \$17 million in the environmental documents was for the next 20 year capital improvement plan.

Commissioner Grandstaff ended public comment.

Scott stated today’s meeting is to look at what he has produced for these two alternatives. After public comment the Commissioners need to look at what was discussed today, and then move forward on the final draft which will be open for public review.

Commissioner Rokosch suggested they communicate what they are considering in regard to the preferred alternative to the FAA. What he is hearing today is a melding of a modification of alternative #2 to a 4,200’ runway, with a shift to the north in order to address the encroachment problem of hangar #374. He noted it could also be a shift to the east to satisfy that hangar issue. Commissioner Grandstaff agreed with Commissioner Rokosch.

Commissioner Chilcott agreed by moving this to the north it would not cause a problem with the ditches. Commissioner Iman noted they could also purchase 20 acres to the north and possibly to the east.

Scott stated he will take this information and make a new cost estimate as this encroaches into the wetland. Commissioner Rokosch suggested they look at hangar #374 in regard to its height etc., as it may have an impact of a property purchase to the east.

Commissioner Driscoll stated she would vote for alternative #3 due to the extra costs, plus the issue of ‘round the clock construction’, and lastly because the 1,000’ on the end would be positive mitigation for noise, fly over’s, size of aircraft, and the ditch issue.

Commissioner Chilcott stated he wants cost clarification of alternative #2A. While he is not identifying that as the option he wants, he simply wants the cost projections cleaned

up so they can discuss it again. He does not like option #3A because of the separation of 295'.

Scott stated they meet the FAA requirements at 240' (on the separation).

Commissioner Iman stated he thinks the original option was to direct Scott "*what they were not going to do and not consider the separation of over the 300 feet*". He personally does not want to encourage larger aircraft. In regard to the south end houses, the runway apron was being moved a quarter of mile away. Option #3A brings the runway out on the north end without the hill. He does not want to end up in a swamp. #3A pushes out over open space which is good. The south end houses need as much protection as we can give them. The airport was there first and those houses built up around that area. In regard to the runway at 5,200', the previous Commissioners required a vote of runway extension. At the last Commission meeting the current Commission honored that Resolution requiring a public vote. He also noted that Commissioners actually approved the Resolution 1 ½ years before the property was purchased and asked if the purchase could not be construed as an extension of the airport. Commissioner Iman also discussed the septic systems on the south end on the first 1½ miles off the runway but noted on the north end there are no septic systems, which indicate home locations for existing homes.

Commissioner Driscoll stated they should address the cost of 1,000' to the north with a 240' separation.

Commissioner Grandstaff stated she would like Scott to look at alternative #2 in regard to the 4,200'; 92' to the east maximum; alleviating the hangar encroachment; ditch issues and relocation of Tammany Lane. She also noted the weight limit should remain at 17,000 lbs.

Scott stated he will look at alternative #3a which would include the 1,000' expansion to the north; 240/290' separation with 4,200' runway; 93 feet east, shift to north so nothing has to be done with Tammany Lane. He will look at the costs with Knife River Construction in regard to constructing a runway around the clock (with no construction shut down in the evenings).

COMMISSIONERS APPROVAL

CHILCOTT

GRANDSTAFF

ROKOSCH

DRISCOLL

IMAN

PLETTENBERG (Clerk & Recorder)

Members Present.....Commissioner Carlotta Grandstaff, Commissioner Greg Chilcott, Commissioner Jim Rokosch, Commissioner Kathleen Driscoll and Commissioner J.R. Iman

Date.....April 7, 2010

► Minutes: Beth Perkins

► The Board met with Human Resource Director Robert Jenni and Cal Robinson regarding Juvenile Detention continued from yesterday. Commissioner Driscoll was not present for this meeting.

Robert would like to return the two youth escapees to Juvenile Detention. The youths are high risk but Juvenile Detention does have new policies implemented. Robert expressed his concern with two employees currently out on workers' compensation and Juvenile Detention being short staffed. This would result in having the Sheriff's Office assist with transportation. Discussion followed regarding staffing issues. Robert stated there is currently a "light" duty officer description being created for the interim. **The Board concurred to have the youths transported back to Juvenile Detention and hire another part-time temporary youth officer.**

► The Board met for discussion and decision on choosing the alternate for the Environmental Assessment for Ravalli County Airport (Hamilton). Present were Airport Manager Page Gough, Civil Counsel Dan Browder, and several citizens.

Commissioner Chilcott called the meeting to order. He opened the floor to public comment allowing each side 30 minutes to comment.

Scott Bell with Morrison & Maierle reviewed the alternatives presented in November 2009. (2A & 3A) He described the shifting requested on Alternative 2A to allow another 20 feet of clearance. Both Alternatives 2A & 3A are approximately \$6.7 million dollars with the extension of the runway to the south. During phase one 2A is \$5.7 million

dollars versus 3A at \$5.2 million dollars (within 10% of each other). Joe Graziano asked why someone would pick alternative 3A versus 2A. Scott addressed the question regarding the difference between the alternatives which would be the economic impact of closing the Airport for 45 days and the shifting on the runway to the north of a difference of 550 feet.

Steve Engebrecht from FAA in Helena stated this is a decision to be made by the Commissioners and the FAA supports either alternative.

David Hedditch asked what the runway slope difference is between the two alternatives. Scott Bell replied on 3A the runway will start at the same elevation as the existing runway and run downhill at 1% and then upward barely above the ground. For 2A, the runway will have to be lifted by 2 to 2 ½ feet and at a better than 1% slope and be a foot above the ground. David addressed concerns with the Airport being closed about 45 days and how the weather could affect the closure. Scott estimated it to be about 3 to 4 days additional due to weather. David asked Commissioner Chilcott about the costs and the alternatives and the possibility of the numbers being suspect. Commissioner Chilcott replied he would have some answers today.

Doug MacLaren, President of the Ravalli County Aviation Safety Foundation thanked the Board for making a decision for an ongoing matter over 40 years. He is in support of Alternative 4 which is not even being considered. The decision should be in the matter of safety and safety only. A longer runway is safer than a shorter runway. He asked if Steve Engebrecht can support a decision that is not in the best of interest of safety. Steve replied he cannot take a position on Doug's comment. A longer runway is safer. If a decision is made for any other reason than safety, then it is a matter of politics. He then criticized the engineering firm and Commissioner Chilcott's previous statement of voting for the cheapest alternative. He stated this County is in a terrible recession and timing is everything. This is a good time to look at the future of this Airport 20 to 30 years down the road.

Joe Graziano stated he has never attended any of these meetings. He resides in Hamilton and had built homes, hangars and employed several people generating millions to the community. He owns three airplanes. The Airport has a tremendous economic impact to this community. The statements about safety are absolutely true. If Alternative 4 is available, that would be the best option however, if not, he is in favor of 3A. The people who are worried about safety are less safe with a shorter runway. Residents who built their homes in the Airport area should not have the nerve to complain about the noise when they knowingly built their homes there.

Charles Wisenbeck stated no matter what the length of the runway, it should be built so work will not have to be re-done if the runway needs to be extended. What if the Forest Service starts using bigger planes? Or the FAA changes their regulations? Let's get it right the first time.

Suzy Foss stated safety is the major factor. The cheapest solution is not always the best solution. Many business opportunities have been lost. Schools are suffering and the children are suffering. Jobs have been lost. She would like to see children have the opportunity to stay in the valley and the only way that is going to happen is economic development. The Airport is a key part of the infrastructure.

Judy Stewart stated she is in favor of Alternative 4 however since it is not available, she is in favor of 3A. She read a prepared statement to the Board.

Brian Hawkes stated he has been here since 1996 and recently purchased North Star Aviation, LLC. He has seen the problem with the logging trucks in the past and is worried. Shutting down a business for 45 days can bankrupt it. We are looking at two runways at the same length for the alternatives with one being cheaper. He is in favor of 3A.

Jim Shockley stated he has no sympathy for people who buy and build homes near an airport and complain about the noise. If you have a big airplane, then fly to Missoula. If it is unsafe to land a plane here go to Missoula. The population of this County has gone from 20,000 to 40,000. Less than 1% of the population has flown out of Hamilton, the remainder flown out of Missoula. This money should go to improve air traffic safety. He does not think this is a wise choice to spend this money this way. He does not want his taxes to go up and he is against raising taxes.

Doug Nation presented comments made by Dr. Barnett to the Board regarding the classification of the Airport. He stated a significant part of these alternatives are safety and then argued alternative 2A is safer than 3A. He questioned the need to purchase additional property in the future for expansion.

Dennis Moore presented comments from Tom Devine to the Board. He discussed the expense of extending the runway for both alternatives and requested clarification of the differences.

Terry Bark stated in 2002 & 2003 the costs from Morrison & Maierle were inaccurate. Fuel analysis came up with the same information. Living in the south end of the Airport, he is well aware of when planes take off and land. Tie downs and hangar space have been talked about increasing. Regardless of which alternative is chosen, he is concerned about the information given being incorrect.

Dennis Moore stated in a letter in 2006 from FAA John Styba, it stated the length of the runway is not a safety issue. The longer the runway, the bigger the jets will be. There is concern there is a bias from Morrison & Maierle. 88 gallons of fuel per day is utilized but if you close the Airport, it would be a loss of income to the County. Alternative 2A provides space for 55 new hangars and will not present any legal objections to start early. The big picture is 2A costs less than 3A. The public is frustrated with government and spending. He is in favor of 2A.

Commissioner Chilcott requested a five minute recess.

The Board reconvened five minutes later to continue public comment.

Scott Bell addressed the cost estimates of the alternatives. He stated Alternative 2A phase one is a new runway and a full parallel taxiway. 3A phase one is an overlay on the existing runway and taxiway. Commissioner Chilcott asked about the 70% removal or reusing the existing asphalt. Commissioner Rokosch stated he has visiting the existing taxiway and the cost needs to be included with 3A if airplanes are expected to taxi. He asked how the costs can be deferred. Scott stated under 3A a portion of the taxiway that would be functional under construction. He referred to the maps to show the portion of the taxiway being discussed on both alternatives. Commissioner Iman asked why the taxiway on 2A is not the same length as 3A for access to hangars. Why on option 3A do you have to obliterate the taxiway and 2A with 100 foot offset? He discussed the maintenance of south 1500 feet of the present runway. Scott replied the preference of the FAA is to not have anything within the RPZ. It's not desirable but consistent. Discussion followed regarding the taxiway into the hangars.

Commissioner Grandstaff requested clarification of the revisions for 2A. She questioned repairs to the taxiway. The taxiway construction would be a separate project with a separate grant. Steve replied it would depend on which alternative is chosen. Moving forward, it would also be a matter of available funding. Commissioner Grandstaff asked if the taxiway is part of any of the alternatives. Steve replied no, it is separate. What has been presented is the runway. Steve pointed out the RPZ on 2A & 3A and stated the taxiway within the area is not desirable to have it remain paved due to safety concerns. Commissioner Iman discussed separation of the runway and taxiway and in both alternatives leaves the taxiway un-repaired. He further discussed funding from the FAA and if it could be used for the taxiway repair. Steve replied the funding could be used to repair the taxiway and the existing runway. The cost is more than the money available however; it can be used for the apron rehabilitation. Commissioner Driscoll stated about the separation of 1 to 2 inches for hangar 374. Scott replied to part 77 surfaces it slopes up and then ties in together. You have to pay attention.

Commissioner Chilcott asked if moving the runway further to the east will offset the Leonardi property. Scott replied he does not see much of a difference by moving.

Carl Fox asked if 2A were moved the additional 550 feet to the North would it not alleviate the closeness of the hangar and not require much fill. Scott replied no.

Doug MacLaren asked Scott if he feels the costs are accurate. Scott replied yes.

Greg Raymond asked if the angle of the runway is shifted between alternatives. Scott replied no. Both the runways are parallel to the existing runway.

Tex Irwin stated he can't believe we are arguing this again. This is not much space to be arguing about. The runway is designed in both scenarios to satisfy the needs of the

airplanes using it. Moving it over doesn't change the airplanes and not everyone buys fuel that flies in the airport. ICCARE always threatens a lawsuit. If he had a business there and it was shut down for 45 days, he would threaten a lawsuit. This is an un-towered airport. The feds have designed this with safety in mind and it has a proven track record. The cost between 2A & 3A is nothing. He is in favor of 3A for the future capabilities.

Suzy Foss asked about Forest Service landing and taking off with full loads for fire safety.

Doug Hodges stated he cannot carry a full load (800 gallons) of retardant with the existing runway. Commissioner Chilcott questioned two different pilots who both stated they can take off but cannot maneuver the terrain.

Brian Hawkes stated the numbers presented by Dennis Moore do not fit. The number of B2's coming in are off too. Operations (take off and landings) do not radio in all the time. Fuel analysis is not legitimate way of calculating operations.

David Hedditch stated safety is the concern and what has done is to try to move the traffic pattern way from existing homes. Now someone wants to annex into the City of Hamilton. The weight limit on the runway stays the same no matter what. Thinking about the future, what problems are we going to have then?

Joe Graziano stated he is in favor of 3A and this is a no brainer. You are kidding yourself if you think jets are not coming to this Airport. This Airport is a disgrace and is less than ideal by a long shot. As an outsider, fairly new to the community, 3A is the best option.

Commissioner Chilcott then opened the floor to people not heard.

Chuck DeWitt stated he is opposed to the Wilbur Smith study being used to reflect the negative impact to the economic activity to the closure. It is the wrong tool for general aviation. He discussed the formula used. This study is not county specific.

Dave Beckett stated he employs 13 people at the Airport and closing the Airport would make a huge impact to his business.

Greg Raymond stated he lives south of the runway off of Skyline Drive. He visited with his neighbors to find out what they thought. The neighbors are angry for the disregard by pilots when they fly low and without caution. Their opinions are to do nothing since that is the way they purchased their homes. There is an understanding for safety for the pilots as well. Neither of the alternatives lengthen the runway and 90% of the neighbors want to keep the flight patterns to the east. There are also people trying to sell their homes and with this Airport conflict, it's hard to sell to new buyers. Pilots are beyond any enforcement if they chose to fly low above the homes. He would like to improve the Airport but with consideration to the people living there. He is in favor of 2A. Steve

stated a 4200 foot runway is not unsafe. The FAA concern is the separation between runway and taxiway.

Jim Trowbridge stated his concern is the 50 foot offset to the North. The reason is the airport affected area (AAA) and the historical airport hangar and to lessen the noise impact. The AAA has the most intrusive land use restrictions seen in this valley. If you are above the airport elevation or below, it does not matter. People are not required to purchase property near the Airport but they do. He owns the property to the North and had to ask permission to extend his roof or plant a tree. The difference in the foot print is affecting a lot more people than just pilots.

Fred Hasskamp stated the US Forest Service needs a safe runway for fire protection. The AAA is a state law and needs to be complied with.

Commissioner Chilcott recessed for five minutes.

The Board reconvened five minutes later.

Commissioner Chilcott closed public comment and opened Board deliberations.

Commissioner Rokosch stated the issues with the Airport have been here 27 years plus and it's time to make a decision. The Board has listened to the input from all groups and citizens and has given consideration to safety and future growth as well as impacts to landowners. The best alternative is 2A in his opinion. **Commissioner Rokosch made a motion to select the revised 2A alternative that calls for a shift of the runway 1000 feet to the north. Commissioner Grandstaff seconded the motion. Discussion:** Commissioner Iman called for a point of order. It prejudices information yet to be presented. Commissioner Grandstaff stated the motion may be rescinded through discussion. This topic has been debated in public since January 2009. **Commissioner Rokosch withdrew his motion.**

Commissioner Iman presented the Board with maps of the traffic pattern. He stated what has been considered if what is the best for pilots, public, requirements of the FAA and what is the County going to do about it? Since 1978, the situation has come up with the additional footage needed. The Airport has since deteriorated waiting on a decision by the Board of County Commissioners. The Aviation committee has fee schedules to support the expansion. The money (97%) comes from aviation people. The County has to come up with 2 ½%. Everyone in the public is involved and everything done did not have enough information. There has been four meetings regarding this topic and all input has respectfully been incorporated. It has been made clear larger aircraft is to not be encouraged. It also does not line up with the Leonardi property. The pilots need reasonable expectation for some kind of predictability. Because it is FAA funded, it has to come within their regulations. It comes down to an argument of 125 feet. He stated 11 tie down spaces are not being paid for currently and the question is are those 11 spaces enough for the next 20 years? He presented a California study showing all the wrecks at the Hamilton Airport. People who live at the south end of the Airport are the most

effected and the people who live on the Westside also have the same problem. The most safety needs to be provided. This is the busiest small airport in the state. He asked several questions regarding businesses. This County is struggling. He discussed the numbers.

Commissioner Driscoll stated she is in favor of the safety issue and prefers Alternative 3A.

Commissioner Grandstaff stated safety has been discussed and both alternatives have been deemed safe. The question comes down to balancing the needs of the public and pilots. She discussed a comment made to accept the fact of living near an airport creates noise and low flying aircraft. She further discussed another airport with the similar problem. The Forest Service has not taken any position on the airport regarding take off. She supports Alternative 2A. This is a decision that is 40 years in the making and this Board has done its due diligence coming to this decision.

Commissioner Chilcott stated he does not see the huge make or break difference between 125 feet. The closure of the Airport will have an impact on the businesses and it has been considered. He discussed the taxes that would be lost versus a nicer airport to attract additional business. He asked Scott Bell about the closure for Alternative 2A. Scott replied the estimate closure is 45 days. Commissioner Chilcott then asked about Alternative 3A. Scott replied what is included in the estimate is to remove the old asphalt and a possible benefit of re-using the asphalt. There would be no closure with Alternative 3A. Scott clarified the areas he discussed on the map of Alternative 3A with the Board. Discussion followed regarding the rehabilitation of the ladders and the additional cost.

Commissioner Chilcott questioned Alternative 2A with a runway shift 1,000 of feet to the north versus Alternative 3A with a runway shift of 1,550 to the north and the cost difference. Commissioner Chilcott asked additional questions regarding the price comparison between the two alternatives. Scott replied these are 20 acre parcels with nothing on them. Discussion followed regarding the land prices. Commissioner Chilcott stated his point is to find a total cost of the alternatives. Scott replied it is agreeable to increase the cost of 3A by \$58,000 due to the land prices. Commissioner Chilcott raised the concern of the airport becoming a B2 airport. Scott replied Tom DeVine did a hangar count to come up with the types of aircraft being used and the fuel analysis. This count has been done three times.

Commissioner Chilcott questioned apron and taxiway of 3A and the amount of asphalt surfacing (future paving). Scott replied the apron is not included in any of the estimates.

Commissioner Chilcott made closing comments regarding the options between the alternatives and public comment received as well as testimony given here today.

Commissioner Driscoll stated if you have to pay taxes then it should be used locally. Commissioner Rokosch stated the maintenance costs cannot be ignored and those are absorbed by the County.

Commissioner Rokosch made a motion to select the revised 2A alternative that calls for a shift of the runway 1000 feet to the north. Commissioner Grandstaff seconded the motion. Discussion: Commissioner Iman stated safety is not being considered to the south and the west with Alternative 2A. Commissioner Chilcott reiterated the cost difference between the alternatives.

Commissioner Chilcott, Commissioner Grandstaff and Commissioner Rokosch voted “aye”. Commissioner Driscoll and Commissioner Iman voted “nay”. Motion carried.

DRAFT